

104TH CONGRESS
1ST SESSION

S. 674

Entitled the “Rail Investment Act of 1995”.

IN THE SENATE OF THE UNITED STATES

APRIL 4 (legislative day, MARCH 27), 1995

Mr. EXON (for himself, Mr. DORGAN, Mr. KERRY, and Mr. MOYNIHAN) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

Entitled the “Rail Investment Act of 1995”.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Rail Investment Act
5 of 1995”.

6 **TITLE I—RAIL INVESTMENT ACT OF 1995**

7 **SEC. 101. SHORT TITLE.**

8 This title may be cited as the “Rail Investment and
9 Efficiency Act of 1995”.

10 **SEC. 102. FINDINGS.**

11 The Congress finds that—

1 (1) intercity rail passenger service is an essen-
2 tial component of the integrated national transpor-
3 tation system; however, to achieve its full potential
4 the National Railroad Passenger Corporation (herein
5 also referred to as “Amtrak”) must provide a qual-
6 ity transportation product in the form of clean, com-
7 fortable, and on time service;

8 (2) Amtrak’s management and employees are
9 dedicated to providing the high quality service that
10 Amtrak’s customers deserve; however, additional
11 capital investment is needed to acquire the modern
12 equipment and efficient facilities that are essential
13 to satisfy the demand for superior intercity rail pas-
14 senger service;

15 (3) significant levels of Federal capital invest-
16 ment will enable Amtrak to provide the world class
17 service American rail passengers deserve, and will
18 reduce operating costs in the long term;

19 (4) Amtrak’s management should be held ac-
20 countable to ensure that all capital investment by
21 the Federal Government is effectively used to im-
22 prove the quality of service and the long-term finan-
23 cial health of Amtrak;

24 (5) the Secretary of Transportation, as an ex
25 officio member of Amtrak’s board of directors,

1 should use this position to evaluate Amtrak's costs
2 and revenue elements to ensure that Amtrak pro-
3 vides excellent service to its customers and that Am-
4 trak uses its Federal investment wisely and effi-
5 ciently; and

6 (6) States can play a significant role in provid-
7 ing cost efficient intercity rail passenger transpor-
8 tation and in addressing local transportation needs
9 and air quality control and should be given the max-
10 imum flexibility in their use of funds authorized by
11 the Intermodal Surface Transportation Efficiency
12 Act of 1991, in order to provide transportation serv-
13 ices to their citizens.

14 **SEC. 103. WORLD CLASS SERVICE.**

15 Section 24101(c) of title 49, United States Code, is
16 amended by redesignating paragraphs (10) and (11) as
17 (12) and (13), respectively, and inserting after paragraph
18 (9) the following:

19 “(10) manage capital investment in such a way
20 as to provide customers with world class service;

21 “(11) treat all passengers with respect, cour-
22 tesy, and dignity;”.

1 **SEC. 104. RETURN ON INVESTMENT.**

2 Section 24315(b) of title 49, United States Code, is
3 amended by redesignating paragraph (2) as (3), and by
4 inserting after paragraph (1) the following:

5 “(2) Amtrak shall include in the report required
6 under paragraph (1) projections of the anticipated
7 benefits of the project proposed for funding under
8 this part and a report on the benefits actually real-
9 ized from all projects previously funded under this
10 part or the Rail Passenger Service Act beginning
11 with funds provided in fiscal year 1995. The report
12 shall include an identification of improvements in
13 the quality of service offered by Amtrak, facility im-
14 provements that demonstrate a productivity gain,
15 equipment improvements that lower operating costs,
16 environmental benefits (including air quality and
17 land use benefits), enhancements to local transpor-
18 tation needs, enhancements to mobility of physically
19 and economically disadvantaged persons, any im-
20 provement of the revenue-to-cost ratio, any reduced
21 dependence on Federal operating support, and re-
22 ductions in the need for alternative transportation
23 investments. To the extent practicable, the benefits
24 addressed in each report shall also be expressed as
25 return on invested capital.”.

1 **SEC. 105. STATE REQUESTED RAIL PASSENGER SERVICE.**

2 (a) FINANCING.—Section 24704(a)(1)(C) of title 49,
3 United States Code, is amended to read as follows:

4 “(C) include a statement by such State,
5 agency, or person that it agrees to pay in each
6 year of operation of any such service a portion,
7 to be negotiated with the President of Amtrak
8 and mutually agreed upon, of the long-term
9 avoidable losses of operating such service and
10 the associated capital costs.”.

11 (b) COMPREHENSIVE REVIEW.—The Secretary of
12 Transportation shall conduct a comprehensive review of
13 the program of State-assisted rail passenger services oper-
14 ated by the National Railroad Passenger Corporation
15 under section 24704 of title 49, United States Code, and
16 shall submit a report to the Congress detailing Amtrak’s
17 findings with affected section 403(b) States and conclu-
18 sions, including any recommendations Amtrak may have
19 with respect to the payment for such State-assisted rail
20 passenger service. The report shall address, among other
21 things, how and under what terms and conditions services
22 originated under that section shall be paid for and shall
23 identify any other avenues for initiating and implementing
24 new rail passenger services.

1 (c) EFFECTIVE DATE.—The amendments made by
 2 this section shall apply only with respect to fiscal year
 3 1997 and subsequent fiscal years.

4 **SEC. 106. NORTHEAST CORRIDOR IMPROVEMENT PROJECT.**

5 (a) CAPITAL IMPROVEMENTS.—Section 24909(a) of
 6 title 49, United States Code, is amended to read as fol-
 7 lows:

8 “(a) CAPITAL IMPROVEMENTS.—The National Rail-
 9 road Passenger Corporation shall make capital improve-
 10 ments for the Northeast Corridor improvement project
 11 under this title as necessary to operate reliable, high-speed
 12 rail passenger service, to enhance capacity for intercity
 13 and commuter passenger service, and as otherwise may
 14 be necessary to ensure continued reliable high-speed serv-
 15 ice. Such Corporation shall also acquire train equipment
 16 to be used on the Northeast Corridor, mitigate environ-
 17 mental impacts related to the Northeast Corridor improve-
 18 ment project, and provide adequate parking at and im-
 19 prove Northeast Corridor rail stations.”.

20 (b) SUBSTITUTION AND DEFERRAL NO LONGER AL-
 21 LOWED.—Section 24909 of title 49, United States Code,
 22 is amended by striking subsection (e).

23 **SEC. 107. AUTHORIZATION OF APPROPRIATIONS.**

24 Section 24104 of title 49, United States Code, is
 25 amended to read as follows:

1 **“§ 24104. Authorization of appropriations**

2 “(a) OPERATING EXPENSES.—

3 “(1) CORE SYSTEM.—There are authorized to
4 be appropriated to the Secretary for the benefit of
5 Amtrak for operating expenses \$260,000,000 for fis-
6 cal year 1996.

7 “(2) STATE REQUESTED SERVICE.—There are
8 authorized to be appropriated to the Secretary for
9 the benefit of Amtrak for meeting its obligations
10 under section 24704 of this title \$17,000,000 for fis-
11 cal year 1996.

12 “(b) CAPITAL INVESTMENT.—There are authorized
13 to be appropriated to the Secretary for the benefit of Am-
14 trak for capital investment expenditures \$365,000,000 for
15 fiscal year 1996.

16 “(c) INTERCITY RAIL PASSENGER STATION.—There
17 are authorized to be appropriated to the Secretary for the
18 benefit of Amtrak \$40,000,000 for fiscal year 1995 and
19 \$50,000,000 for fiscal year 1996 to be used for engineer-
20 ing, design, and construction activities to enable the
21 James A. Farley Post Office in New York, New York, to
22 be used as a train station and commercial center and for
23 necessary improvements and redevelopment of the existing
24 Pennsylvania Station and associated service building in
25 New York, New York.

1 “(d) NORTHEAST CORRIDOR IMPROVEMENT
2 PROJECT.—There are authorized to be appropriated to
3 the Secretary for the benefit of Amtrak for making capital
4 expenditures under section 24909 of this title
5 \$235,000,000 for fiscal year 1996.

6 “(e) MANDATORY PAYMENTS.—There are authorized
7 to be appropriated to the Secretary \$120,000,000 for fis-
8 cal year 1996 for the payment of—

9 “(1) tax liabilities under section 3221 of the In-
10 ternal Revenue Code of 1986 due in such fiscal
11 years in excess of amounts needed to fund benefits
12 for individuals who retire from Amtrak and for their
13 beneficiaries;

14 “(2) obligations of Amtrak under section 8(a)
15 of the Railroad Unemployment Insurance Act (45
16 U.S.C. 358(a)) due in such fiscal years in excess of
17 its obligations calculated on an experience-rated
18 basis; and

19 “(3) obligations of Amtrak due under section
20 3321 of the Internal Revenue Code of 1986.

21 “(f) AUTHORIZATION OF APPROPRIATIONS.—Not-
22 withstanding section 6304 of title 31, United States Code,
23 funds for operating expenses appropriate under this sec-
24 tion for fiscal year 1996 shall be provided to Amtrak upon
25 appropriation when requested by Amtrak.

1 “(g) EXCLUSION OF ON-TIME PERFORMANCE PAY-
 2 MENTS.—Amounts expended by Amtrak to other railroad
 3 entities as payment for the entities, on-time performance
 4 shall be excluded from the calculation of the rail entities’
 5 income.”.

6 **SEC. 108. LEGALIZATION OF CERTAIN CONVEYANCES.**

7 (a) IN GENERAL.—Notwithstanding any other provi-
 8 sion of law to the contrary but subject to subsection (c),
 9 the conveyances described in subsection (b) are hereby
 10 validated to the extent that the conveyances would have
 11 been legal or valid if the land involved in the conveyances
 12 had been held by the Southern Pacific Transportation
 13 Company under absolute or free-simple title.

14 (b) CONVEYANCES.—The conveyances described in
 15 this subsection are the conveyances made by the Southern
 16 Pacific Transportation Company on or before December
 17 12, 1992, that—

18 (1) formed part of a railroad right-of-way
 19 granted to the Central Pacific Railroad Company of
 20 California, or its successors or assigns, by the Fed-
 21 eral Government; and

22 (2) are located within the boundaries of the
 23 downtown redevelopment area of the City of Reno,
 24 Nevada (as defined and determined by the Secretary

1 of Transportation, in consultation with the appro-
2 priate official of the City of Reno, Nevada).

3 (c) FILING OF INSTRUMENTS.—As soon as prac-
4 ticable after the date of enactment of this Act, the Sec-
5 retary of Transportation shall file for recordation in the
6 real property records of Washoe County, Nevada, such in-
7 struments as are necessary to document the conveyances
8 described in subsection (b) that are validated under sub-
9 section (a).

10 **SEC. 109. MISSOURI RIVER CORRIDOR DEVELOPMENT PRO-**
11 **GRAM.**

12 (a) FEASIBILITY STUDY.—Within 6 months of the
13 date of enactment of this Act, Amtrak, in consultation
14 with officials of the affected States and private rail car-
15 riers, shall develop and submit to the Congress a report
16 addressing the feasibility, efficiency, and effectiveness of
17 instituting rail passenger service between Kansas City,
18 Missouri, and Omaha, Nebraska, as well as potential ex-
19 tensions or connections of service in the States of Iowa,
20 Nebraska, Missouri, Montana, North Dakota, South Da-
21 kota, Oklahoma, and Kansas that might enhance the rid-
22 ership or revenues of Amtrak service. The report shall
23 compare estimated costs and revenues of this service to
24 other existing and planned intercity rail passenger oper-
25 ations and identify the benefits such service might provide

1 in helping Amtrak to provide a balanced system of inter-
2 city rail passenger transportation. The report shall iden-
3 tify the capital and operating costs associated with such
4 operations and possible sources of support for these costs,
5 including operation of this service as part of the basic sys-
6 tem of intercity rail passenger transportation provided
7 under section 24701 of title 49, United States Code, or
8 operation of this service in cooperation with the affected
9 States under section 24704 of such title.

10 (b) ELIGIBLE PROJECTS.—To the extent of funds ap-
11 propriated under subsection (d), Amtrak shall carry out
12 a Missouri River Corridor Development Program the pur-
13 pose of which is to improve intermodal rail station facili-
14 ties in the Missouri River Corridor used or planned for
15 use in Amtrak service, and to purchase rail passenger
16 equipment to be used in connection with existing or
17 planned Amtrak service in the Missouri River Corridor.
18 In selecting from among eligible projects, Amtrak shall
19 choose projects that will contribute to increased ridership,
20 revenues, or the development of significant intermodal
21 transportation facilities.

22 (c) COST SHARING.—Fifty percent of the cost of im-
23 provements or capital acquisitions made under subsection
24 (b) shall be paid by a State, local, or regional transpor-
25 tation authority or other responsible party. Amtrak may

1 enter into agreements under which Amtrak will carry out
2 the necessary improvements or capital acquisitions and be
3 reimbursed by the responsible party or parties.

4 (d) FUNDING.—There are authorized to be appro-
5 priated to the Secretary of Transportation for fiscal year
6 1996 not more than \$7,000,000, such sums to remain
7 available until expended, for use by, or for the benefit of,
8 Amtrak for making capital expenditures associated with
9 the Missouri River Corridor Development Program in car-
10 rying out subsection (b).

11 (e) DEFINITION.—As used in this title, the term
12 “Missouri River Corridor” means Iowa, Nebraska, Mis-
13 souri, Montana, North Dakota, South Dakota, Oklahoma,
14 and Kansas.

15 **SEC. 110. EXEMPTIONS FOR NORTHEAST CORRIDOR IM-**
16 **PROVEMENT PROJECT.**

17 Section 24902 of title 49, United States Code, is
18 amended by adding at the end the following new sub-
19 section:

20 “(m) APPLICABLE EXEMPTIONS AND PROCE-
21 DURES.—For the purpose of any State or local require-
22 ment for permit or other approval for construction of any
23 improvement undertaken by Amtrak as part of the North-
24 east Corridor Improvement Project, the exemptions and

1 procedures applicable to a project undertaken by the Fed-
2 eral Government or an agency thereof shall apply.”.

3 **SEC. 111. BOSTON-NEW HAVEN ELECTRIFICATION**
4 **PROJECT.**

5 Section 24902(f) of title 49, United States Code, is
6 amended—

7 (1) by inserting “(1)” before “Improvements
8 under”; and

9 (2) by adding at the end the following new
10 paragraph:

11 “(2)(A) Amtrak shall design and construct the elec-
12 trification system between Boston, Massachusetts, and
13 New Haven, Connecticut, to accommodate the installation
14 of a third mainline track with an overhead clearance of
15 20’7” between Davisville and the Boston Switch at Central
16 Falls, Rhode Island, to be used for double-stack and tri-
17 level automobile freight service to and from the Port of
18 Davisville. Wherever practicable, Amtrak shall use portal
19 structures with foundations of adequate depth and realign
20 existing tracks on and near undergrade and overgrade
21 bridges to minimize the width of the right-of-way required
22 to add the third track. Amtrak shall take such other steps
23 as may be required to coordinate and facilitate design and
24 construction work.

1 “(B) Amtrak shall, not later than 6 months after the
 2 date of enactment of the Rail Investment Act of 1995,
 3 transmit to the Congress a report detailing its electrifica-
 4 tion design between Davisville and the Boston Switch at
 5 Central Falls, Rhode Island, and describing efforts to
 6 comply with this paragraph.”.

7 **SEC. 112. CAPITAL AND EQUIPMENT ACQUISITION AC-**
 8 **COUNT.**

9 (a) AMENDMENT.—Chapter 243 of title 49, United
 10 States Code, is amended by adding at the end the follow-
 11 ing new section:

12 **§ 24316. Capital and equipment acquisition account**

13 “(a) ESTABLISHMENT.—Amtrak shall establish a
 14 Capital and Equipment Acquisition Account. Amounts in
 15 this account shall be used—

16 “(1) to acquire passenger equipment and loco-
 17 motives;

18 “(2) to encourage State and local investment in
 19 facilities and equipment used to provide intercity rail
 20 passenger transportation; and

21 “(3) to address other critical capital priorities.

22 “(b) DEPOSITS.—Amtrak may deposit into the Cap-
 23 ital and Equipment Acquisition Account—

24 “(1) payments received for the use of its equip-
 25 ment or facilities;

1 “(2) claims recovered by Amtrak;

2 “(3) amounts from any other source to the ex-
3 tent authorized by Federal law; and

4 “(4) amounts paid by Amtrak as taxes on the
5 cost of fuel required for its operations.”.

6 “(b) CLERICAL AMENDMENT.—The table of sections
7 for chapter 243 of title 49, United States Code, is amend-
8 ed by adding at the end the following new item:

“24316. Capital and equipment acquisition account.”.

9 **SEC. 113. BOARD MEMBER.**

10 Section 24302(a)(1)(E) of title 49, United States
11 Code, is amended by inserting before the period a comma
12 and the following: “one of such members shall be specially
13 qualified to represent the interests of rail passengers and
14 shall be selected from a list of three qualified individuals
15 recommended by the National Association of Railroad
16 Passengers.”.

17 **SEC. 114. PILOT PROGRAM.**

18 Amtrak shall implement a program to increase non-
19 Federal revenues through the sale of concessions and use
20 of vending machines on trains and the sale of advertising
21 space on trains and in rail stations. The program should
22 accommodate existing contracting agreements between
23 Amtrak and relevant labor groups.

1 **SEC. 115. COOPERATION WITH STUDY.**

2 Amtrak shall cooperate with the efforts of the Vir-
3 ginia State Department of Transportation in designing
4 and carrying out a study on the feasibility of reestablish-
5 ing rail service between Washington, DC, and Bristol, Vir-
6 ginia.

7 **SEC. 116. RAIL AND MOTOR CARRIER PASSENGER SERVICE.**

8 Notwithstanding any other provision of law Amtrak
9 and motor carriers of passengers are authorized—

10 (1) to combine or package their respective serv-
11 ices and facilities to the public as a means of in-
12 creasing revenues;

13 (2) to coordinate schedules, routes, rates, res-
14 ervations, ticketing to provide for enhanced Inter-
15 modal surface transportation.

16 Such authority shall be subject to the review of the Inter-
17 state Commerce Commission or its successor and such au-
18 thority may be modified or revoked by the Interstate Com-
19 merce Commission or its successor if in the public interest.

20 **SEC. 117. CENTRAL ARTERY RAIL LINK.**

21 (a) IN GENERAL.—Upon completion of the prelimi-
22 nary engineering and design for the rail connection be-
23 tween North Station and South Station in Boston, Massa-
24 chusetts, Amtrak shall develop a plan for final design and
25 construction of the Central Artery Rail Link to enable
26 intercity and intracity passenger service between North

1 Station and South Station in Boston, Massachusetts.
2 While this plan shall utilize construction efficiencies avail-
3 able to the Central Artery Rail Link based on its physical
4 and schedule compatibility to the Central Artery Tunnel
5 Project, Amtrak is directed to work with the Federal
6 Highway Administration to ensure that the rail link shall
7 have no significant impact on the Central Artery Tunnel
8 Project design and construction schedule. Based upon the
9 findings of the Federal Transit Administration's feasibility
10 study and financial analysis, Amtrak is directed to identify
11 a dedicated source of funding, other than the Federal
12 Highway Trust Fund, within the Department of Trans-
13 portation for completion of the project.

14 (b) AUTHORIZATION OF APPROPRIATIONS.—There
15 are authorized to be appropriated to the Secretary for the
16 benefit of Amtrak \$40,000,000 for fiscal year 1996 and
17 \$40,000,000 for fiscal year 1997 for the engineering, de-
18 sign, and construction of excavation support walls for the
19 Central Artery Tunnel Project to facilitate construction of
20 a rail tunnel under the depressed section of the highway.
21 Amtrak is authorized to contribute no more than 80 per-
22 cent of the total cost of engineering, design, and construc-
23 tion.

1 **SEC. 118. EMERGENCY TRAINING AND RESPONSE.**

2 (a) TASK FORCE.—The National Railroad passenger
3 Corporation, together with representatives from each of
4 the on-board service and operating crafts and unions, shall
5 form a task force to consider recommendations for improv-
6 ing emergency training and performance of on-board serv-
7 ice and operating crew members. A representative of the
8 Federal Railroad Administration shall serve on the task
9 force. The task force shall convene its first meeting within
10 90 days following the date of enactment of this section.

11 (b) MATTERS TO BE CONSIDERED.—The task force
12 formed under subsection (a) shall consider, at a mini-
13 mum—

14 (1) whether the Corporation's emergency train-
15 ing an drill program as presently constituted is ade-
16 quate, and if not, in what ways it can be augmented
17 or improved;

18 (2) whether medical first-aid training, including
19 cardiopulmonary resuscitation, should be required
20 for all on-board service crew members;

21 (3) whether the Corporation's requirements
22 with respect to employee responsibilities for pas-
23 senger evacuation, emergency communications, crew
24 coordination, and disaster response should be coordi-
25 nated; and

1 (4) whether certification of the Corporation's
2 emergency training program and evacuation proce-
3 dures by the Federal Railroad Administration is
4 warranted.

5 In considering the matters described in paragraphs (1)
6 through (4), the task force shall address relevant prior
7 recommendations and findings by the National Transpor-
8 tation Safety Board.

9 (c) REPORT.—Not later than June 1, 1995, the task
10 force shall report to the Committee on Energy and Com-
11 merce of the House of Representatives and the Committee
12 on Commerce, Science, and Transportation of the Senate
13 on its findings in subsection (b), together with a summary
14 of actions implemented to date and recommendations for
15 future action.

16 **TITLE II—LOCAL RAIL FREIGHT** 17 **ASSISTANCE**

18 **SEC. 201. AUTHORIZATION OF APPROPRIATIONS.**

19 Section 22108(a) of title 49, United States Code, is
20 amended—

21 (1) by inserting after paragraph (1)(B) the fol-
22 lowing:

23 “(C) \$30,000,000 for each of the fiscal
24 years ending September 30 of 1995, 1996, and
25 1997.”; and

1 (2) by striking “any period after September 30,
2 1994,” in paragraph (3) and inserting “any period
3 after September 30, 1997,”.

4 **SEC. 202. DISASTER FUNDING FOR RAILROADS.**

5 Section 22101 of title 49, United States Code, is
6 amended by redesignating subsection (d) as (e), and by
7 inserting after subsection (c) the following:

8 “(d) DISASTER FUNDING FOR RAILROADS.—

9 “(1) The Secretary may declare that a disaster
10 has occurred and that it is necessary to repair and
11 rebuild rail lines damaged as a result of such disaster. If the Secretary makes declaration under this
12 paragraph, the Secretary may—

13 “(A) waive the requirements of this section;
14 “(B) consider the extent to which the
15 State has available unexpended local rail freight
16 assistance funds or available repaid loans; and
17 “(C) prescribe the form and time for applications for assistance made available herein.

18 “(2) The Secretary may not provide assistance
19 under this subsection unless emergency disaster relief funds are appropriated for that purpose.

20 “(3) Funds provided under this subsection shall
21 remain available until expended.”.

22 “(4) Funds provided under this subsection shall
23 remain available until expended.”.

1 **SEC. 203. GRADE-CROSSING ELIGIBILITY.**

2 Section 22101(a) of title 49, United States Code, is
3 amended—

4 (1) by striking “and” after the semicolon in
5 paragraph (2);

6 (2) by striking the period at the end of para-
7 graph (3) and inserting a semicolon; and

8 (3) by adding at the end thereof the following
9 new paragraphs:

10 “(4) the cost of closing or improving a railroad
11 grade crossing or series of railroad grade crossings;
12 and

13 “(5) the cost of creating a State supervised
14 grain car pool.”.

15 **SEC. 204. DEDICATED TRUST FUND.**

16 (a) IN GENERAL.—Chapter 243 of title 49, United
17 States Code, is amended by adding at the end the follow-
18 ing new section:

19 **“§ 24316. Capital and Equipment Acquisition Account**

20 “(a) ESTABLISHMENT.—Amtrak shall establish a
21 Capital and Equipment Acquisition Account. Amounts in
22 this account shall be used by Amtrak to—

23 “(1) acquire passenger equipment and loco-
24 motives;

5 “(b) DEPOSITS.—Amtrak may deposit into the Cap-
6 ital and Equipment Acquisition Account—

9 “(2) claims recovered by Amtrak; and

(b) CLERICAL AMENDMENT.—The table of sections for such chapter is amended by adding at the end the following item:

15 **SEC. 205. GRANT RELEASE DATE.**

22 **SEC. 206. REPEAL OF OBSOLETE OR UNNECESSARY PROVI-**
23 **SIONS.**

•S 674 IS

- 1 “(1) The first sentence of section 24302(d).
- 2 “(2) Section 24305.
- 3 “(3) Section 24307(b).
- 4 “(4) Section 24310(b).
- 5 “(5) Section 24313.
- 6 “(6) Section 24314.
- 7 “(7) Section 24315(a)(2).
- 8 “(8) Chapter 245 except subsections (g) and
- 9 (h) of section 24501.
- 10 “(9) Section 24702.
- 11 “(10) Section 24706(c)(6).
- 12 “(11) Section 24903.

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